

APPENDIX V

TRANSPORTATION ACCOUNT CODE (TAC) POLICY AND PROCEDURES

A. PURPOSE

1. This appendix establishes guidance, provides direction, and assigns responsibility for the assignment, use, and maintenance of TACs and the associated processes and procedures for TACs. Attachment V1 provides Standard Transportation Billing Formats. Attachment V2 provides guidance on use of United States (US) Navy TACs. Attachment V3 provides guidance on use of US Coast Guard TACs. Attachment V4 provides guidance on use of US Marine Corps TACs. Attachment V5 provides guidance on use of US Air Force TACs. Attachment V6 provides guidance on use of US Army TACs. Attachment V7 provides guidance on Security Assistance Program (SAP) TACs. Attachment V8 provides guidance on the “H” TACs (other Department of Defense (DOD) and US Government Agencies TACs). Attachment V9 provides instructions for using the Master TAC Reference Tables:
https://www.daas.dla.mil/tac_inq/tac_menu.html.

B. TACS

1. TACs are used in the shipping and transportation process to link movement authority, funding approval, and accounting data for shipments of cargo and personal property in the Defense Transportation System (DTS). The United States Transportation Command (USTRANSCOM) administers general policies, instructions and guides. The guidance and direction contained in this appendix, if different than currently used, supersedes and supplements existing policies and procedures. This guidance and direction applies to the Military Departments and Services, the Joint Chiefs of Staff (JCS), and the Defense Agencies.
2. TACs consist of a four-position alphanumeric code. The first position identifies the sponsoring Military Shipper Service, DOD/non-DOD Agency, or contractor who will be charged (billed) for all services performed incident to movements in the DTS. Sponsoring Service/Agency and contractor codes are:

<u>Code</u>	<u>Assigned to</u>
A	Army
B	Army (SAP)
C	Army (Agency for International Development (AID) shipments)
D	Air Force (SAP)
F	Air Force
H	Other DOD and US Government Agencies
J	Joint Task Force 8
K	Marine Corps (SAP)
L	Marine Corps First Destination Transportation
M	Marine Corps Second Destination Transportation
N	Navy
P	Navy (SAP)
S	Defense Logistics Agency (DLA) (to include SAP)

<u>Code</u>	<u>Assigned to</u>
T	Contractors
V	Defense Contract Management Agency
W	Foreign Governments under Acquisition and Cross Servicing Agreements
X	Government Agencies not listed herein
Y	JCS Exercises
Z	Coast Guard

3. Responsibilities for the management of the TAC program rest with various transportation and financial organizations.

a. USTRANSCOM will:

- (1) Ensure all personnel involved in cargo or movement coordination and clearances have access to the current TAC tables.
- (2) Recommend system improvements and additional policies during the development of procedures.
- (3) Develop, publish, and maintain this regulation in a current status.
- (4) Evaluate all proposed change requests prior to formal staffing with the Services/Agencies. After formal staffing, any unresolved issues will be referred to the Under Secretary of Defense for Acquisition, Technology, and Logistics for resolution.

b. Service/Agency/JCS Financial Managers and Comptrollers will:

- (1) Provide a single **Line of Accounting (LOA)** to bill each transportation mode that is valid on the Defense Finance and Accounting Service (DFAS) global edit table; that is, at least one funding authorization citation for each TAC assigned to their cognizant Components or elements. The same **LOA** may be used for more than one TAC. Some TACs are exempt from this requirement.
- (2) Provide DFAS with an **Alternate Line of Accounting**/funding authorization citation for DOD shipper Service's default.
- (3) **Revalidate and update the LOA(s) for each TAC before the start of each new Fiscal Year (FY), no later than 30 September of each year.**
- (4) Issue funding allocations to support required transportation services and the use of TACs.
- (5) Ensure funds control and certification procedures are followed in the use of TACs and their associated allotments and fund citations. Ensure sufficient funds are obligated at all times during the FY to cover transportation charges.

- c. Service/Agency/JCS TAC coordinators will:
 - (1) Ensure that each TAC is directly linked to at least one **LOA**, as supplied by the Comptroller(s), to include the default TAC for the Service/Agency. Some TACs are exempt from this requirement.
 - (2) Ensure that all TACs are revalidated annually and updated in the TACs tables.
 - (3) Serve on the TAC Coordination Committee and ensure continuous liaison with the DTR TAC Administrator.
 - (4) Develop and submit recommended change proposals to the Defense Transportation Regulation (DTR) TAC Administrator with justification and expected benefits and evaluate all suggested change proposals.
 - (5) Provide assistance with TAC assignments and ensure questionable, erroneous, or missing TAC applications are resolved within five working days of notification of TAC error.
 - (6) Provide a single, coordinated Service/Agency position to the DTR TAC Administrator on all proposed system changes.
- d. All DOD Shippers, Transportation Managers, Contracting Officers, and Transportation Officers (TO) will:
 - (1) Ensure that all cargo and personal property movements shipped within the DTS will have a valid TAC assigned. For DLA shipments, TACs are only required for shipments that are routed through an Air Mobility Command or Military Surface Deployment and Distribution Command port on a Transportation Control and Movement Document.
 - (2) Respond in a timely manner to requests for verification of TACs for all shipments they generate to prevent unnecessary frustration of cargo movements.
- e. Component Transportation Clearance Authorities (TCAs) will:
 - (1) Ensure that all personnel involved with transportation clearances have access to the current TAC tables.
 - (2) Respond in a timely manner to requests for verification of TACs for all shipments they process or control.
 - (3) Provide current, valid TACs to the Transportation Component Commands (TCCs) and carriers when required to prevent unnecessary frustration of cargo movements.
 - (4) Develop and integrate transportation automated data management systems and an automatic TAC edit and control functionality.
- f. TCCs will:
 - (1) Perform TAC edits at the TCCs and clearance authorities in accordance with the approved TAC edit procedures, to ensure valid TACs are associated with all cargo and personal property shipments.

- (2) When performing TAC edits, if TACs are identified as invalid or missing, the TCC personnel will temporarily frustrate the cargo and will follow the approved procedures for contacting the shipper or cognizant TCA to obtain a current and valid TAC.
 - (3) If after following the TAC edit and correction procedures and time frames, a current and valid TAC has not been obtained or identified, the TCC personnel will contact the shipper Service Headquarters (HQs) designated Point of Contact (POC) for assignment of the TAC or authority to use the shipper Service's designated default TAC.
 - (4) When default TACs are used, the TCC reports these instances back to the cognizant Service/Agency POC or TCA on a monthly basis.
 - (5) Use the verified TAC(s) to assign **LOA** to billing/invoice documents that are provided, along with the TAC, to the DFAS for payment and collection.
 - (6) Develop and integrate transportation automated data management systems and an automatic TAC edit and control functionality.
- g. DFAS personnel will process the bill/invoice and collect against the identified **LOA**, the valid TAC provided, or the default TAC assigned by the sponsoring Service.
4. The goals of the TAC program are to ensure that:
 - a. The valid TACs, individually linked to a current funding authorization or **LOA**, are provided for each transportation shipment or mode moving within the DTS.
 - b. In the event that sponsoring Services are unable to provide a valid and correct TAC for a shipment, they will authorize the TCC port to use their default TAC to ensure transportation bills can be processed and funds collected in a normal manner. Authorization to use default TACs will be granted by the shipper Service HQs designated POC to the TCC port on a case by case basis.
 - c. Implementation of the processes and procedures, as stated in Paragraph B.5 below, will significantly reduce the number of mismatched or other problem disbursements.
 - d. Normal funds control and funds availability certifications are used in conjunction with TACs.
 - e. Funds allocation and control procedures established under the TAC program facilitate implementation of new or long range financial processes or procedures for transportation services, or electronic data interchange technology, and are compatible with planned Automated Data Processing (ADP) systems.
 - f. TAC edit and correction procedures support the timely movement of cargo and elimination of frustrated cargo and associated costs.
5. General Processes.
 - a. Financial and logistics processes will be designed to facilitate shippers (consignors or customers of the DTS) using the proper TAC at the time the original shipping documents and movement control documents are created. Ensuring the correct TAC is used at the front end of the system will help guarantee that default procedures are used only on an exception basis

- to correct errors, and that the efficiency of the entire system is enhanced from the initial order, through cargo movement, and finally, through the billing and collection process. To facilitate shippers using the correct TAC at the beginning of the shipment process, Service/Agency/JCS Financial Managers and TAC Coordinators will update the TAC table and the Defense Automatic Addressing System Center (DAASC) will make it available to all parties involved in the DTS.
- b. TAC Coordinators will assign the minimum number of TACs needed for business operations. Excess or unnecessary TACs will be deleted from the system in order to keep the TAC table to a manageable size. Although not prohibited, TACs will not be used for secondary management purposes (purposes other than linking transportation shipments to financial accounts) unless no other substitutes are available. At least annually, each TAC will be revalidated by the TAC Coordinators and matched against a current **LOA**.
 - c. The TAC table will include mandatory minimum data on each TAC assigned for use by a DOD Service or Agency or the JCS. These mandatory items include:
 - (1) The TAC (four digit alpha/numeric, with the first digit used to signify the Service/Agency, contractor, etc.).
 - (2) The “in the clear” address of the office to whom the transportation bill is to be charged.
 - (3) The beginning date of the TAC.
 - (4) Description of the use or purpose of the TAC.
 - (5) A fund citation will identify the account against which an obligation is posted when the TAC is used, and against which a disbursement can be made to liquidate the obligation (assigned by the cognizant Comptroller organization).
 - (6) The DOD Finance office responsible for accounting for the funds chargeable.
 - (7) Other items determined necessary to include in the table.
 - d. The TAC tables are administered by the USTRANSCOM and maintained by the DAASC, in conjunction with the Service/Agency/JCS TAC coordinators. TAC coordinators will maintain their respective part of the TAC table.
 - e. The USTRANSCOM and the DAASC ensure that Services, Agencies, DTS carriers, and other required organizations have ready access to the automated TAC table. In establishing electronic access, the DAASC develops and implements built-in safeguards to prevent unauthorized changes to tables.
 - f. Each TAC is associated with one or more **LOAs**. Services/Agencies budget for transportation services in different methods and at varying organizational levels. Some Services/Agencies use centrally managed allotments, while others use fund allocation procedures that go down to individual activities. Cognizant Comptroller offices maintain the accounts used to pay these transportation charges and identify the proper **LOAs** for use by the shippers. Where possible, centrally managed allotments (at whatever organizational level is required, such as central Major Command (MACOM/MAJCOM), intermediate HQs field activity) using periodic (quarterly, monthly, or weekly) bulk obligations will be used based

on budgeted and historical outlay patterns. In addition, the cognizant local Comptroller coordinating with logistics managers, will establish normal funds control procedures that, as a minimum, ensures:

- (1) Obligations are posted when a TAC is used on any order for transportation services.
 - (2) Servicing financial accounting offices maintain current and accurate records of obligations and disbursements made against these accounts.
 - (3) Adequate obligation and execution oversight procedures are implemented to prevent over expending of funds.
 - (4) Default TAC accounts are valid and include sufficient funds to make the accounts usable as a default for disbursements when errors occur.
- g. The following TAC edit and assignment criteria procedures will be followed to ensure that a valid TAC is assigned to all DTS shipments:
- (1) Shippers will validate every TAC against the master TAC reference table prior to creating the shipping documentation. Assistance in determining the correct TAC will be provided to the shipper by the clearance authority, the TAC coordinator, or Service staff element as prescribed by the DTR.
 - (2) Clearance authorities will validate TACs against the master TAC reference table prior to sending Advance Transportation Control and Movement Documents to the TCC port. TCC port automation systems will validate TACs using the master TAC reference file established as an “up-front edit” in their system. If the TAC is invalid or missing, the TCC personnel will consult Service/Agency-specific attachments to this Appendix. If that fails, the port will contact the shipper, clearance authority, or Service/Agency POC to obtain a valid TAC. If a valid TAC is not obtained within two government business days, the TCC personnel will contact the Service HQs designated POC for assignment of the TAC or authority to use the shipper Service’s designated default TAC. The Service/Agency will authorize the use of the default TAC if a TAC has not been assigned. The same procedures, as stated above, will be used for “no hits” or shipments that arrive at the port without clearance or proper shipment documentation.
 - (3) DFAS also establishes and coordinates procedures to obtain a valid TAC for reimbursement when necessary and for the use of the default TAC.
- h. DFAS will develop a report to provide to customers who dispute a bill. This is sent to these customers for review. Based on the nature of the dispute, the customer will provide corrected data to DFAS, request additional information from the TCC, forward the dispute to the TCA, or forward the dispute through the Component financial channels.

6. Contingency Transportation Reimbursement.

- a. Contingency transportation consists of both dedicated missions for airlift associated with contingencies and more routine movement of contingency sustainment cargo over existing or newly established channels. The dedicated airlift missions are normally directed through command channels ordering the deployment of units to support a contingency or other operation.

- b. Each Service is required to pay for transportation of their units and equipment in a contingency and USTRANSCOM is not to accept transportation orders without funding. Special Operations Command, which has its own funding, is an exception. However, a single Service can be designated as the bill payer of a mission when they are the predominant user. If these bills are not paid, they will result in a cash drain to USTRANSCOM and the Air Force, who manages USTRANSCOM funding.
- c. The current system to bill for contingency dedicated airlift missions does not use TACs associated with cargo because charges are based on providing the whole aircraft for a designated mission. TACs are used for intransit visibility but it is the mission that is billed rather than the cargo (unless it is opportune cargo, incidental to the aircraft mission). Contingency billing problems stem from the fact that these missions are often not requested by the customer, but are ordered on the basis of the contingency planning system used. Unit identifiers are used to bill for the missions but this may not be the usual financial channel to collect for normal cargo transportation charges. Since most contingencies are funded from operations and maintenance, the default TAC **LOA** may be used by DFAS on an exception basis to collect for contingency airlift when the proper funds are not identified by the Services on a timely basis. Each Service will review their requirement to track and fund for contingencies so that transportation charges can be centrally collected and funds obligated for the payment of these bills.
- d. Sustainment cargo for contingencies is processed through the DTS in accordance with normal transportation policies. TACs are required in the DTS for the movement of contingency sustainment cargo. The requirement for the use of valid TACs for this purpose is the same as for routine, peacetime cargo. The difference is the urgency and time constraints sometimes associated with contingency shipments. A predetermined TAC may be necessary to process these shipments in an emergency when there is no time to obtain a new TAC. A special contingency TAC may be established to keep these costs separate or, the Services may use their generic TAC with a project code if they believe a separate TAC is not required.

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